TOPIC Cottbus Airfield 255 EVALUATION PLACE OBTAINED 25 DATE OF CONTENT DATE OBTAINED 20 Soptember 1954 REFERENCES	ANTIO ITM	CLASSIFICATION DECRET		
DATE OF CONTENT DATE OF CONTENT DATE OF CONTENT DATE OF CONTENT DATE PREPARED 20 Soptember 1956 REFERENCES PAGES 1 ENCLOSURES (MO. 2 TYPE) 25) REMARKS This is UNEVALUATED The fellowing cir activity and sircraft were observed at Cottbus cirfield between 5 and 20 August 1956: 5 August. Throughout the day, Yek-1ds practiced flying in formations of two and four at clititudes of 600 to 700 meters. Each flight lasted 15 to 20 min four at clititudes of 600 to 700 meters. Each flight lasted 15 to 20 min four at latitudes between 1,000 and 1,500 meters. 6 August. The law at a latitudes between 1,000 and 1,500 meters. 7 to 10 August. There was no flying. 11 August. The latitudes duration at clititudes of 300 to 400 meters. The weather was 5/10 overcast; at 1200 rain set in. 12 August. Tel-18s practiced intensive flying including local acrobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 rod 14 August. No flying was observed. 16 rod 17 August. Yeb-18s made flights in formations of three and four with distances of about 50 meters between the aircraft. These aircraft took off and landed individually. 18 and 20 August. Yeb-18s and Yeb-11s alternately made individual local flights. Flying in formations of two and four aircraft in close order was practiced. The distances was about one aircraft width to the eide	•	REPUI	25X	1
DATE OF CONTENT. DATE OF CONTENT. DATE OF CONTENT. DATE PREPARED 20 Soptember 1954 REFERENCES FINCLOSURES (NO. & TYPE) 255 REMARKS This is UNEVALUATED The fellowing air activity and aircraft were observed at Cottbus airfield between 5 and 20 August 1954: 5 August. Throughout the day, Mak-1ds practiced flying in formations of two and four at altitudes of 600 to 700 meters. Each flight lasted 15 to 20 minutes. The aircraft took off and landed individually. The weather was 3/10 overcast. 6 August. Inwing the morning, Mak-11s made acrobatics, which included loops, turns and rolls, at altitudes between 1,000 and 1,500 meters. 7 to lo August. There was no flying. 11 August. Beducen 0600 and 1200, Mak-11s made individual local flights of 8 to 10 minutes duration at altitudes of 300 to 400 meters. The weather was 5/10 overcast; at 1200 rain set in. 12 August. Nak-18s practiced intensive flying including local acrobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 cod 14 August. No flying was observed. 16 cod 17 August. Nak-18s mede flights in formations of three and four with distance of about 50 meters between the aircraft. These aircraft took off and landed individually. 18 and 20 August. Mak-18s and Makils alternately made individual local flights. Flying in formations of two and four aircraft with to the side	IUPIU	CO CONTROL STATE S	25X	
DATE OF CONTENT. DATE PREPARED 20 Soptember 1954 REFERENCES PAGES 1 ENCLOSURES (Mo. 2 TYPE) 253 REMARKS This is UNEVALUATED This is Unevaluated to the day. Yek-lâs practiced file is the start of this is the start o	EVALUATION	PLACE OBTAINED	25X	1
DATE OBTAINED				,
REMARKS This is UNEVALUATED The fellowing air activity and aircraft were observed at Cottbus airfield between 5 and 20 August 1954: 5 August. Throughout the day, Yek-13s practiced flying in formations of two and four at altitudes of 600 to 700 meters. Each flight lasted 15 to 20 minutes. The aircraft took off and landed individually. The weather was 3/10 overcast. 6 August. During the marring, Yak-11s made corebatics, which included loops, turns and rolls, at altitudes between 1,000 and 1,500 meters. 7 to lo august. There was 1200 rain so flying. 11 August. Extrem 0600 and 1200, Yak-11s made individual local flights of 8 to 10 minutes duration at altitudes of 300 to 430 meters. The weather was 6/10 overcast; at 1200 rain set in. 12 August. Yak-18s practiced intensive flying including local acrobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 and 14 August. No flying was observed. 16 and 17 August. Xak-18s made flights in formations of three and four with distances of about 50 meters between the aircraft. These aircraft took off and landed individually. 18 and 20 August. Yak-13c and Yak-11s alternately made individual local flights. Flying in formations of two and four aircraft in close order was practiced. The distance was about one aircraft tidth to the side			O Soptember 1954,	25
PAGES		•	TOTAL	
This is UNEVALUATED The fellowing air activity and aircraft were observed at Cottbus mirfield between 5 and 20 August 1954: 5 August. Throughout the day, Nak-13s practiced flying in formations of two and four at altitudes of 600 to 700 meters. Each flight lasted 15 to 20 minutes. The aircraft took off and landed individually. The weather was 3/10 overcast. 6 August. Buring the merming, Nak-11s made acrobatics, which included loops, turns and rolls, at altitudes between 1,000 and 1,500 meters. 7 to lo August. There was no flying. 11 August. Botton 0600 and 1200, Yak-11s made individual local flights of 8 to 10 minutes duration at altitudes of 300 to 400 meters. The weather was 5/10 overcast; at 1200 rain set in. 12 August. Yak-13s practiced intensive flying including local acrobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 and 14 August. No flying was observed. 16 and 17 August. Yak-13s made flights in formations of three and four with distances of about 50 meters between the aircraft. These aircraft took off and landed individually. 18 and 20 August. Yak-13c and Yak-13 alternately made individual local flights. Flying in formations of two and four aircraft in close order was practiced. The distance was about one aircraft tin close order			25X′	1
The following air activity and aircraft were observed at Cottbus airfield between 5 and 20 August 195%: 5 August. Throughout the day, Yak-18s practiced flying in formations of two and four at altitudes of 600 to 700 meters. Each flight lasted 15 to 20 minutes. The aircraft took off and landed individually. The weather was 3/10 overcast. 6 August. Buring the merming, Yak-11s made acrobatics, which included loops, turns and rolls, at altitudes between 1,000 and 1,500 meters. 7 to lo August. There was no flying. 11 August. Button 0600 and 1200, Yak-11s made individual local flights of 8 to 10 minutes duration at altitudes of 300 to 400 meters. The weather was 3/10 overcast; at 1200 rain set in. 12 August. Yak-18s practiced intensive flying including local acrobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 August. Yak-18s made flights in formations of three and four with distances of about 50 meters between the aircraft. These aircraft took off and landed individually. 16 and 20 August. Yak-18c and Yak-18 alternately made individual local flights. Flying in formations of two end four aircraft in close order was practiced. The distance was about one aircraft width to the side			ACINACIPACITICA CINTERNA (SECULO CONTROLO MENTE PRIMERO PRIMERO PROPRIMENTA PER PRIMERO PROPRIMENTA PER PRIMERO PRIMER	
between 5 and 20 August 1954: 5 August. Throughout the day, Yak-18s practiced flying in formations of two and four at altitudes of 600 to 700 meters. Each flight lasted 15 to 20 minutes. The aircraft took off and landed individually. The weather was 3/10 overcast. 6 August. During the morning, Yak-11s made aerobatics, which included loops, turns and rolls, at altitudes between 1,000 and 1,500 meters. 7 to lo August. There was no flying. 11 August. Between 0600 and 1200, Yak-11s made individual local flights of 8 to 10 minutes duration at altitudes of 300 to 400 meters. The weather was 6/10 overcast; at 1200 rain set in. 12 August. Yak-18s practiced intensive flying including local aerobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 and 14 August. No flying was observed. 16 and 17 August. Yak-18s made flights in formations of three and four with distances of about 50 meters between the aircraft. These aircraft took off and landed individually. 16 and 20 August. Yak-13s and Yak-11s alternately made individual local flights. Flying in formations of two and four aircraft in close order was practiced. The distance was about one aircraft width to the side	REMARKS			MONEY
between 5 and 20 August 1954: 5 August. Throughout the day, Yak-1ds practiced flying in formations of two and four at altitudes of 600 to 700 meters. Each flight lasted 15 to 20 minutes. The aircraft took off and landed individually. The weather was 3/10 overcast. 6 August. During the merming, Yak-11s made aerobatics, which included loops, turns and rolls, at altitudes between 1,000 and 1,500 meters. 7 to lo August. There was no flying. 11 August. Between 0600 and 1200, Yak-11s made individual local flights of 8 to 10 minutes duration at altitudes of 300 to 400 meters. The weather was 6/10 overcast; at 1200 rain set in. 12 August. Yak-18s practiced intensive flying including local aerobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 and 14 August. No flying was observed. 16 and 17 August. Yak-18s made flights in formations of three and four with distance of about 50 meters between the aircraft. These aircraft took off and landed individually. 16 and 20 August. Yak-13s and Yak-11s alternately made individual local flights. Flying in formations of two and four aircraft in close order was practiced. The distance was about one aircraft width to the side	CFOCCREDICACIONECTAMENTAL ACCUSACION CONTRACTOR CONTRAC		TO CONTROL OF THE CON	жже
between 5 and 20 August 1954: 5 August. Throughout the day, Yak-1ds practiced flying in formations of two and four at altitudes of 600 to 700 meters. Each flight lasted 15 to 20 minutes. The aircraft took off and landed individually. The weather was 3/10 overcast. 6 August. During the merming, Yak-11s made aerobatics, which included loops, turns and rolls, at altitudes between 1,000 and 1,500 meters. 7 to lo August. There was no flying. 11 August. Between 0600 and 1200, Yak-11s made individual local flights of 8 to 10 minutes duration at altitudes of 300 to 400 meters. The weather was 6/10 overcast; at 1200 rain set in. 12 August. Yak-18s practiced intensive flying including local aerobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 and 14 August. No flying was observed. 16 and 17 August. Yak-18s made flights in formations of three and four with distance of about 50 meters between the aircraft. These aircraft took off and landed individually. 16 and 20 August. Yak-13s and Yak-11s alternately made individual local flights. Flying in formations of two and four aircraft in close order was practiced. The distance was about one aircraft width to the side	ORTONICO, CONT.) MONACO ANTINOMINO DE LA C	THE RESIDENCE AND	THE RESIDENCE THE WAS CONTROLLED TO THE CONTROL TO THE CONTROL THE	
between 5 and 20 August 1954: 5 August. Throughout the day, Yak-18s practiced flying in formations of two and four at altitudes of 600 to 700 meters. Each flight lasted 15 to 20 minutes. The aircraft took off and landed individually. The weather was 3/10 overcast. 6 August. During the morning, Yak-11s made aerobatics, which included loops, turns and rolls, at altitudes between 1,000 and 1,500 meters. 7 to lo August. There was no flying. 11 August. Between 0600 and 1200, Yak-11s made individual local flights of 8 to 10 minutes duration at altitudes of 300 to 400 meters. The weather was 6/10 overcast; at 1200 rain set in. 12 August. Yak-18s practiced intensive flying including local aerobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 and 14 August. No flying was observed. 16 and 17 August. Yak-18s made flights in formations of three and four with distances of about 50 meters between the aircraft. These aircraft took off and landed individually. 16 and 20 August. Yak-13s and Yak-11s alternately made individual local flights. Flying in formations of two and four aircraft in close order was practiced. The distance was about one aircraft width to the side				
between 5 and 20 August 1954: 5 August. Throughout the day, Yak-18s practiced flying in formations of two and four at altitudes of 600 to 700 meters. Each flight lasted 15 to 20 minutes. The aircraft took off and landed individually. The weather was 3/10 overcast. 6 August. During the morning, Yak-11s made aerobatics, which included loops, turns and rolls, at altitudes between 1,000 and 1,500 meters. 7 to lo August. There was no flying. 11 August. Between 0600 and 1200, Yak-11s made individual local flights of 8 to 10 minutes duration at altitudes of 300 to 400 meters. The weather was 6/10 overcast; at 1200 rain set in. 12 August. Yak-18s practiced intensive flying including local aerobatics with loops, turns, rolls and recoveries. There was a 6/10 to 7/10 overcast. 13 and 14 August. No flying was observed. 16 and 17 August. Yak-18s made flights in formations of three and four with distances of about 50 meters between the aircraft. These aircraft took off and landed individually. 16 and 20 August. Yak-13s and Yak-11s alternately made individual local flights. Flying in formations of two and four aircraft in close order was practiced. The distance was about one aircraft width to the side				
with distances of about 50 meters between the aircraft. These aircraft took off and landed individually. 18 and 20 August. Yak-13s and Yak-1s alternately made individual local flights. Flying in formations of two and four aircraft in close order was practiced. The distance was about one aircraft width to the side		5 August. Throughout the day, Yak-13s practiced if two and four at altitudes of 600 to 700 meters. Es 20 minutes. The aircraft took off and landed indivers 3/10 overcast. 6 August. During the morning, Yak-11s made acrobs loops, turns and rolls, at altitudes between 1,000 7 to lo August. There was no flying. 11 August. Between 0600 and 1200, Yak-11s made in of 8 to 10 minutes duration at altitudes of 300 to was s/10 evercast; at 1200 rain set in. 12 August. Yak-18s practiced intensive flying incloops, turns, rolls and recoveries. There was a 6/10 evercast.	ch flight lasted 15 to idually. The weather ties, which included and 1,500 meters. dividual local flights 400 meters. The weather cluding local approbatics with	
		with distances of about 50 motors between the aircroff and landed individually. 18 and 20 August. Yak-13s and Yak-11s alternately flights. Flying in formations of two and four aircraft was practiced. The distance was about one aircraft	raft. These aircraft took made individual local rraft in close order	0.5
		· .		25
Comment. Air activity conducted by the Aeroclub Cottbus was normal. Formation flights observed on 18 and 20 August, show an improvement of the status of training.		Formation flights observed on 18 and 20 August, st		25

CLASSIFICATION SECRET